

**U.S. Department of  
Homeland Security****United States  
Coast Guard**Commander  
United States Coast Guard  
Activities New York212 Coast Guard Drive  
Staten Island, NY 10305  
Staff Symbol: P&C  
Phone: (718) 354-4008  
FAX: (718) 354-4297

July, 2003

Dear Small Passenger Vessel Owners and Operators:

Greetings, it is with great anticipation and pride that the Small Passenger Vessel inspection staff brings you our latest newsletter. We would like to take this time to congratulate you on a safe and successful 2002 operating season, and best wishes for a safe and prosperous 2003 season. We look forward to meeting all of you this season, and are very pleased with your commitment to safety, and efforts to adhere to the laws and regulations.

This issue will highlight some of our concerns and help guide you and your staff to a safe upcoming season. Included in this newsletter are articles explaining new security concerns, procedures for inspections, what actions you need to take when making changes to your vessel and the location of information on the web. If you have any concerns or comments that you feel need to be addressed or would be valuable information for the entire small passenger community, please let us know so we may include it in our next newsletter.

Please note the updated telephone numbers in our office:

**Coast Guard Activities New York Small Passenger Vessel Inspections**

<i>Section Chief:</i> Mr. Rizal Castillo	(718) 354 – 4298
LT Paul Rudick	(718) 354 – 4008
LT Joe Lally	(718) 354 – 4272
CWO Jay Jerome	(718) 354 – 4281
CWO John Dixon	(718) 354 – 4254
CWO Tim Drury	(718) 354 – 4283

If you need to schedule an inspection or have any questions regarding small passenger vessel's, please call LT Paul Rudick, CWO Jay Jerome, or any of the above inspectors. We look forward to seeing you on the water this upcoming season.

Sincerely,  
Small Passenger Vessel Staff

# SMALL PASSENGER VESSEL NEWS LETTER



## United States Coast Guard

Activities New York,  
212 Coast Guard Drive  
New York, NY 10305



### STATEMENT OF PURPOSE

The intention of this newsletter is to provide information regarding inspections, procedures, and information on upcoming regulations from the Office of Small Passenger Vessel Inspections, United States Coast Guard Activities New York. Statements in this newsletter DO NOT change or amend the established federal laws and regulations.

### TABLE OF CONTENTS OF THIS ISSUE

<a href="#">Office Phone Numbers</a>	<a href="#">Page 3</a>
<a href="#">Commanding Officer's Comments</a>	<a href="#">Page 4</a>
<a href="#">Small Passenger Vessel Security</a>	<a href="#">Page 5</a>
<a href="#">Are You Ready For Your Coast Guard Inspection</a>	<a href="#">Page 6</a>
<a href="#">How Much Do You Know?</a>	<a href="#">Page 7</a>
<a href="#">Where does it say that?</a>	<a href="#">Page 8</a>
<a href="#">Marine Safety Information Bulletin 010-03</a>	<a href="#">Page 9</a>
<a href="#">Marine Inspection Books Available</a>	<a href="#">Page 10</a>
<a href="#">Structural Fire Protection and "Existing" Boats</a>	<a href="#">Page 10</a>
<a href="#">What's a "NVIC"?</a>	<a href="#">Page 11</a>
<a href="#">Use of Degreasers on Aluminum Passenger Vessels</a>	<a href="#">Page 11</a>
<a href="#">Do I Need to Submit Plans for that Engine Change Out?</a>	<a href="#">Page 12</a>
<a href="#">Preventing Oil Spills</a>	<a href="#">Page 13</a>
<a href="#">Confined Space Hazard</a>	<a href="#">Page 14</a>
<a href="#">Investigation and Analysis Branch</a>	<a href="#">Page 15</a>
<a href="#">Personnel Action &amp; Your Merchant Mariner Credential (Suspension &amp; Revocation)</a>	<a href="#">Page 15</a>
<a href="#">Marine Casualty &amp; Hazardous Condition Notifications</a>	<a href="#">Page 16</a>
<a href="#">To Test, or Not To Test...</a>	<a href="#">Page 17</a>
<a href="#">Coast Guard Notifications</a>	<a href="#">Page 18</a>
<a href="#">Answers to "How Much Do You Know?"</a>	<a href="#">Page 19</a>
<a href="#">Maritime Websites</a>	<a href="#">Page 20</a>



United States Coast Guard Activities New York,  
Prevention & Compliance Division  
212 Coast Guard Drive  
New York, NY 10305

### TELEPHONE LISTING

#### *COMMANDING OFFICER*

**Captain Craig E. Bone (718) 354-4001**

#### *EXECUTIVE OFFICER*

**Captain Ed Merkle (718) 354-4002**

#### *PREVENTION AND COMPLIANCE DIVISION CHIEF*

**Commander John Cameron (718) 354-4207**

Inspection Scheduling (718) 354-4295

Inspection Dept. Fax (718) 354-4297

Command Center (24 Hr) (718) 354-4088

Plan Review (718) 354-4287

#### Chief, Inspection Branch

LCDR Brian Fisher (718) 354-4240

#### Assistant Chief, Inspection Branch

LT Kim Chesteen (718) 354-4022

#### Chief, Small Passenger Vessel Section

Mr. Rizal Castillo (718) 354-4298

LT Paul Rudick (718) 354-4008

#### Plan Review

LTJG Jesse Holston (718) 354-4287

#### Small Passenger Section Supervisor

CWO2 Jay Jerome (718) 354-4281

#### Uninspected Tow Vessel Inspector

PO Roger Mulford (718) 354-3168

#### U. S. Coast Guard Auxiliary

(212) 668-7990

#### Recruiter in Charge

USCG Recruiting Office New York

Battery Park Building, Room 115A

New York, NY 10004-1466

Phone: 212-668-7036/7219/7873

Fax: 212-668-7866

Outside the local calling area, dial:

**1-800-GET-USCG** (1-800-438-8724)

#### Chief, Investigations Department

CDR Gerald Shatinsky (718) 354-4220

#### Assistant Chief, Investigations Department

LCDR Kelly Post (718) 354-4222

#### Chief, Regional Exam Center

LCDR Paul Gerecke (212) 668-7852

#### Senior Inspector, Personnel; Regional Exam Center

Mr. Ken Kaufmann (212) 668-4970

#### National Vessel Documentation Center

Main number: (800)-799-Vdoc (800) 799-8362

#### Boating Safety Hotline

(800) 368-5647

#### Oil And Chemical Spills

(800) 424-8802

#### User Fee Information

(800) 941-3337

#### Recruiter in Charge

USCG Recruiting Office Newark

Rodino Federal Building, Room 1434A

970 Broad Street

Newark, NJ 07102-2596

Phone: 973-645-2635

Fax: 973-645-2641

For printed literature call 1-800-424-8883

Or on the web at: <http://www.uscg.mil/jobs/>



### **From the Commanding Officer**

Greetings! Once again, it is my pleasure to speak to you as the Marine Safety Operations Division Chief of Activities New York. In any given year, the Port of New York is one of the busiest ports in the U.S. But this year, with the increased security measures, the additional patrols and an extremely tough winter, it seemed the year was busier than ever. However, in spite of our busy schedule we have an ongoing commitment to improve vessel and port safety and to protect the marine environment.

It is imperative for the Coast Guard and the commercial industry to work together to overcome challenges as safely and as smoothly as possible. Activities New York has roughly 270 small passenger vessels that are inspected on an annual schedule. Some vessels may undergo two or more inspections within the same year (hull, topside, and other inspection types).

As most people know, the Coast Guard has taken on increased responsibilities as we have come under the newly developed Department of Homeland Security. With a limited workforce and a large number of vessels to inspect, we rely heavily on our small passenger fleet to do everything they can to ensure that their vessel is abiding by the rules and regulations that apply to their vessel.

I strongly believe that effective risk management is best achieved through cooperation and partnership. Therefore, one of my primary objectives as the OCMI is to continue to build a working relationship with you in the maritime community and my staff for a safe small passenger fleet. In order to achieve desirable outcomes like safety, seaworthiness, and qualified personnel, we must continue to work together to ensure that each of these items is a primary concern.

The key to any successful relationship is to establish and maintain effective lines of communication. With that said, I strongly urge you to contact this office whenever you may have a concern or need some help understanding the

regulations. It is my belief that the information we may be able to provide over the phone will go a long way when we come out to your vessel to conduct an inspection. In addition to speaking on the phone, please feel free to visit us at Activities New York if you would like to sit down and go over concerns that you may have regarding your vessel and operations. I hope to use open lines of communication to keep you informed of my views, as well as Coast Guard policies and developments, both locally and nationwide. This newsletter is intended to assist you, the members of the maritime community, and others interested in or impacted by maritime activities. Therefore, I welcome your feedback.

Along with open communication, another important part of a successful partnership is shared expectations. It is your right to expect that Coast Guard personnel will at all times be professionals, that we will treat you courteously and fairly, and that we will be responsive and forthright in our dealings with you. In turn, we expect that you will consistently maintain your vessels in compliance with the applicable laws and regulations, that your vessel and personnel will be adequately prepared when you request an inspection, and that you will be proactive in your approach to safety and environmental protection.

I expect that the next few years will be challenging, exciting, and rewarding. I have an excellent staff of dedicated marine safety professionals who share my visions and goals. We look forward to working with all of you.

Best wishes for a safe and prosperous season,

John E. Cameron, Commander, USCG  
Marine Safety Operations Division Chief  
Activities New York

## Small Passenger Vessel Security

*By LT Paul Rudick*

Since 9/11, the U.S. Coast Guard has worked hard with the passenger vessel industry to increase our security capabilities within the port of New York. Thanks to cooperation from all companies within the port, we have raised our security awareness and taken appropriate measures to prevent and deter possible terrorist threats. We have also found ways of maintaining a heightened level of security for holidays, special events, and times of war. Despite all this, we still have much more to accomplish.

On November 25<sup>th</sup>, 2002 the President established an aggressive timeline for new security regulations by enacting the Maritime Transportation Security Act of 2002 (MTSA). These regulations, which normally take years to develop, have already been published this July as the temporary interim rule for a new subchapter H, Maritime Security of Title 33 of the Code of Federal Regulations (CFR). Some of the key additions to the security regulations are training and drills for vessels and terminals, approved security plans, onsite assessments by the Coast Guard, designated company and vessel security officers, Declarations of Security between terminals and vessels, and Automatic Identification Systems (AIS).

The final rule will be published in November and will become effective on July 1, 2004, consistent with entry into force of the International Convention for the Safety of Life at Sea (SOLAS) Amendments and the International Ship and Port Facility Security (ISPS) Code. At that time, all passenger vessels regulated under 46 CFR subchapters H and K will need to comply with 33 CFR Part 104, Vessel Security. Small passenger vessels regulated under 46 CFR subchapter T on domestic voyages need only comply with the new rules for general security and port security found in 33 CFR Parts 101 and 103. The only requirements effective at a later date are those associated with the use and installation of AIS.

The Coast Guard recognizes the importance of AIS as a surveillance tool and its ability to enhance maritime domain awareness. Its integration will take more time and will not be effective in the Port of New York until December 31, 2004. The following vessels are required to install AIS and have it operating while in the navigable waters of the United States:

- Vessels subject to SOLAS regulations (international voyages)
- Self-propelled commercial vessels 65 feet or more in length

- Towing vessels 26 feet or more in length and more than 600 horsepower
- Vessels of 100 gross tons or more carrying one or more passengers for hire
- Passenger vessels certificated to carry 50 or more passengers for hire

In addition to the temporary interim rule, the Coast Guard has published several Navigation and Vessel Inspection Circulars (NVIC) and Policy Letters to serve as guidance for security standards. The use of the following guides will continue in conjunction with the new regulations as they were set in place to directly align with the SOLAS Amendments, ISPS Code, and MTSA.

- Commandant Policy Letter 16611 dated 4 Sep 2002 (Guidance on Security Procedures for Ferries Certificated to Carry More Than 500 Passengers and the terminals they Service)
- NVIC 4-02, Security For Passenger Vessels and Passenger Terminals
- NVIC 9-02, Guidelines for Port Security Committees, and Port Security Plans Required for U.S. Ports
- NVIC 10-02, Security Guidelines for Vessels
- NVIC 11-02, Recommended Security Guidelines for Facilities

The Coast Guard recognizes the value of local operators as a vital security resource and would like to solicit your continued assistance and vigilance in this matter. We realize that your livelihood has you and many other passenger vessels on the waterways everyday and that you are more familiar with the normal vessel activities in your operating areas than we are. If you notice any suspicious vessels or activities, please notify us immediately at 718-354-4088. Working together, we may be able to prevent a catastrophic terrorist attack.

We also would like to remind you of the importance of the security of your own vessel. Many vessel owners have taken additional precautions to ensure that their vessel and moorings are secure. If you have not done this, we strongly urge you to consider ways that you can improve your vessel's security. We have been working with the local industry, the Passenger Vessel Association and Coast Guard Headquarters to establish security guidelines for small passenger vessels. If you have any comments or concerns relating to vessel and/or terminal security that you think should be addressed, please do not hesitate to call, email or mail them to:

Commanding Officer  
Activities New York (P&C)  
Attn: LCDR Brian Fisher  
212 Coast Guard Drive  
Staten Island, NY 10305

Phone: (718) 354-4240 Email:  
[bfisher@actny.uscg.mil](mailto:bfisher@actny.uscg.mil)

For additional information on new security requirements, visit the Coast Guard's port security website at [http://cgweb.comdt.uscg.mil/g-mp/mtsa\\_pag.htm](http://cgweb.comdt.uscg.mil/g-mp/mtsa_pag.htm). For any other questions, please contact LT Paul Rudick at (718) 354-4008 or email [prudick@actny.uscg.mil](mailto:prudick@actny.uscg.mil).

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## Are You Ready for Your Coast Guard Inspection?

By LTJG John Miller

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This article is so applicable that we decided to reprint it from last year's newsletter. Just like you, the Coast Guard is doing more with less. Having your vessel ready for inspection when the inspectors arrive saves time and prevents surprise expenses.

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Coast Guard Small Passenger Vessel (SPV) Inspectors are well aware of the apprehension or anxiety you might feel when it is time for your vessel to undergo an inspection. The reason we know this is that most, if not all of us have been assigned to Coast Guard cutters at one time or another in our careers. Vessel inspection is a normal occurrence on Coast Guard cutters as well as small passenger vessels.

The Coast Guard has developed a checklist to assist the SPV inspector as well as you, the vessel representative. The checklist is the CG-840T or K examination booklet, which is available for your viewing via the Internet at [www.uscg.mil/hq/g-m](http://www.uscg.mil/hq/g-m). Although these books are not all inclusive of what may be inspected, they are an excellent guide for Certificate of Inspection (COI), Annual Inspections and Dry Dock exams. If you have a vessel constructed before March 11, 1996, some of the requirements in the CG-840T or K booklet may not apply. If you have a question on applicability, please call us at the numbers listed on page one of this newsletter.

It is very important to us that your inspection goes smoothly and avoids any unnecessary delays. When scheduling your inspection, remember that you have three months on either side of the COI anniversary date to schedule your next annual inspection (during the period of the COI's validity). See the upper right hand corner of the COI for the issue and expiration dates. **In the year that your COI expires, there is no grace period, and you must schedule a new COI inspection prior to the expiration date.** Here

are some suggestions for a COI or Annual examination.

- Schedule well in advance to secure your inspection date and avoid operational conflict. Remember, there are 270 of you and 6 of us.
- Review your COI. It gives you important information such as the required number of lifejackets and life floats, and fire extinguishers.
- Run your bilge pump prior to our arrival. We will ask you to pump water from a clean bilge compartment of our choosing and demonstrate the proper operation of the pump and associated piping.
- We will enter all spaces. Ensure we can get into all compartments by clearing off deck plates and removing water and debris.
- Run all main engines and generators and conduct a safety check for loose wiring, fuel leaks, mounts, etc...
- Test your steering gear.
- Any vessel is subject to getting underway if the inspector deems it necessary. All wooden boats over 15 years old are required to conduct an underway test following a drydock inspection in order to receive credit for the dry-docking. All vessels should anticipate getting underway for COI inspections and during the second or third Annual inspection to conduct drills.
- Ensure the crew is familiar with their duties during a man-overboard drill and are they capable of pulling a 150+ pound person from the water. The inspector has a dummy he will deploy to see if the crew is capable of recovering a person. If you have a rescue platform, deploy it and ensure that it is sturdy.

- Maintain updated logbooks in accordance with 46 CFR 185. Ensure you have documentation for: crew training (185.420), fire drills (185.524), man overboard and abandon ship drills (185.520), lifesaving equipment maintenance (185.702), and monthly EPIRB tests (185.728).
- Ensure licenses and documents are valid.
- Have some crewmembers present that can quickly remedy minor deficiencies before the inspector finishes the exam.

Some suggestions for dry dock examinations:

- Ensure hull is clean of debris. This includes barnacles and fishing line (around shafts).
- Ensure that all bilges are free of oil, water, and debris.
- Ensure all compartments are accessible and opened. This will allow adequate ventilation to flow through prior to our entering. Please ensure the space opening is blocked off so no one will accidentally fall into the space.

- Make all deck plates easily removable in order for inspector to enter compartments.
- Remove sea chest screens for sea chest valve inspection.
- Remove all through hull valves. Clean seats and guides. The inspector will want to see these valves and will inspect them thoroughly. If your vessel is equipped with ball valves, you may leave them in, but you must remove the strainer from the exterior of the hull so that a Marine Inspector may look into the valve while someone from your crew operates the valve from within the space.

We hope that some, if not all of the above mentioned items assists you in having a smooth Coast Guard Inspection. Most of the time, Coast Guard Inspectors have found that a well-prepared boat owner usually experiences a smooth inspection. As a team, together we can ensure you have a safe and prosperous boating season.

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### **How Much Do You Know?**

*By CWO2 John Dixon*

(Can you answer the following 10 simple questions?)  
Answers found on page 19

1. What was the effective date of the “new” Subchapter T? What about “Old” Subchapter T?
2. How many days notice is required for SPV owners to schedule a “COI” inspection?
3. List all seven incidences that require a CG-2692 to be filled out and provided to the USCG.
4. How much time do the regulations allow for the CG-2692 to be completed and sent to the USCG?
5. What is the maximum allowable wear down reading on a water lubricated rubber bearing?
6. Are “serviceable” cork or balsa wood life jackets allowed on SPV’s?
7. What size bell is required aboard a SPV?
8. Is a life ring required to be international orange in color?
9. What gauges are required on SPVs for diesel main propulsion machinery?
10. What is vital system piping?

## Where does it say that?

By CWO2 John Dixon

Have you ever wondered where Coast Guard Marine Inspectors get their information? You're in the middle of your annual exam and the Marine Inspectors say's "You've got to have flux capacitor, generating 5 million jig-a-watts if you want to operate this vessel." "Where does it say that," you ask? Well, information may be power, but too much information can be overwhelming. But the fact remains that you are held accountable for knowing the rules and regulations that apply to your vessel. To make life a little easier, the Coast Guard has put together a web site to organize much of the information that you need.

<http://www.uscg.mil/hq/g-m/> contains information or links to:

- **General Publications** – forms, technical publications and studies.
- **CG-840 Inspection Books** – These are the books that the marine inspectors use when conducting examinations. They are available for downloading and printing locally.
- **NVIC's** – Navigation and Vessel Inspection Circulars. \*See page 9 for an explanation of NVIC's.
- **G-MOC Policy Letters**
- **Marine Safety Newsletters** – A comprehensive source regarding current marine safety news and regulations.
- **Mariner License/Document Renewal Guide**
- **National Vessel Documentation Center**
- **OPA-90** – Answers to some of the most common questions concerning the Oil Pollution Act of 1990.
- **Proceedings** – Marine Safety Council's Proceedings, The Coast Guard Journal of Safety at Sea.
- **Safety Alerts** – Safety alerts and lessons learned from marine casualties. \* The Marine Safety Information Bulletin on page 9 is a good example.
- **Small Business Regulatory Assistance** – Our goal is to provide important regulatory information to small maritime business and encourage participation in the regulatory development process.
- **Compliance and Inspection**
- **Life saving and Fire Safety**
- **Marine Engineering** – Responsible for standards development and compliance for shipboard engineering and electrical systems.
- **G-MSE Office of Design & Engineering Standard** – Responsible for Coast Guard policy and standards that govern the safe design and construction of ships and shipboard equipment. These include hull structure, stability, electrical & mechanical systems, lifesaving equipment, fire safety, and equipment approvals.
- **And much, much more...**

Another essential web site is, <http://www.access.gpo.gov/nara/cfr/cfr-table-search.html>. This web site contains the Code of Federal Regulations (CFR's). Many of the regulations that we enforce come from the CFR's. CFR's are divided into fifty "titles." Within the titles, the regulations are divided into "subchapters," each subchapter concerned with a major topic. Each subchapter is divided into "parts," which contain the specific regulations. Any CFR volume can be purchased with check or money order by mail at the following address:

Superintendent of Documents  
Government Printing Office  
P.O. Box 371954  
Pittsburgh, PA 15250-7954

For price information and credit card orders:  
Phone: (202) 512-1800, Monday - Friday (8 am to 4 pm EST), Fax: (202) 512-2233 (24 hours a day).  
CFR sections are also available by free download from the web site listed above.

Remember, if you cannot find the answers to your question, you can always contact the nearest Coast Guard Marine Safety Office. The numbers for the Small Passenger Vessel section at Activities New York are listed on page 3 of this newsletter.



U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
U.S. Coast Guard  
Group/Marine Safety Office  
Long Island Sound

120 Woodward Ave.  
New Haven, CT 06512  
Phone: (203) 468-4472  
FAX: (203) 468-4473  
Email:  
[opcen@grumsolis.uscg.mil](mailto:opcen@grumsolis.uscg.mil)

## MARINE SAFETY INFORMATION BULLETIN

*These bulletins are purely informational for the maritime community within this Captain of the Port zone. They advise you of emerging information & situations that may impact our Marine Transportation System. As important, they help to manage expectations & facilitate cooperation regarding actions that we may be taking and/or that you may need to employ in the interest of safety/security. Increased vigilance in our maritime world hinges significantly upon proactive engagement & information sharing with the private sector, which has the primary responsibility for security & safety at their waterfront facilities & vessels.*

**BULLETIN NO: 010-03**

**Date: June 20, 2003**

**SUBJECT: PASSENGER VESSEL SAFETY VIGILANCE AND RISK MANAGEMENT**

1. Over the past three weeks, four separate, but notable, Commercial Passenger Vessel incidents have occurred in the Captain of the Port Long Island Sound zone that have resulted in death, injuries to both crewmembers and passengers, damage to, and loss of, vessels, property damage and environmental pollution.
2. These recent local casualties are further amplified by the tragic case of June 14<sup>th</sup> when the Coast Guard Inspected Small Passenger Vessel (SPV), TAKI-TOOO capsized while carrying 17 passengers and two crew off the northern Oregon coast, just 200 yards from shore. Nine people, including the master, are known dead and two are missing. The preliminary findings indicate that none of the nine dead wore personal flotation devices. Six of the eight survivors wore/or held onto a PFD.
3. In the wake of these incidents and with warmer weather guaranteed to increase passenger and recreational vessel traffic congestion, we urge all vessel owners/ operators to review their current operations, with themselves, their crew and their passengers. Please review your emergency procedures, drills, and training requirements and update them as necessary. Take the time to conduct additional drills with ALL of your crewmembers to reduce the likelihood of future occurrences and ensure that you, as the owner or operator, are ready to respond in the event of an emergency.
4. This bulletin also reiterates the duty of masters of SPVs during potentially hazardous conditions. In 1996, the Coast Guard specifically included amendments to the SPV regulations that addressed the wearing of life jackets, aimed at incidents such as this, to reduce deaths when people enter the water. The Coast Guard considered previous capsizings similar to the TAKI-TOOO accident when implementing these regulations. Title 46, Code of Federal Regulations, Part 185, requires that the master of a vessel shall require passengers to don life jackets when possible hazardous conditions exist including but not limited to:
  - a. **When transiting hazardous bars or inlets;**
  - b. **During severe weather;**
  - c. **In the event of flooding, fire, or other events that may possibly call for evacuation; and**
  - d. **When the vessel is being towed, except a non-self-propelled vessel under normal operating conditions.**
5. The Coast Guard has entrusted Small Passenger Vessel masters to use their judgment to determine when to require the passengers to wear life jackets. Donning life jackets when possibly hazardous conditions exist may make passengers apprehensive, but this precaution can easily be explained as similar to wearing seatbelts during aircraft take-offs and landings and periods of turbulence. The wearing of life jackets is an added safety measure required for passenger protection. The best time to don a life jacket is before it is needed – before people are in the water. Should Masters have questions concerning “hazardous conditions” and when life jackets should be donned, please contact our Commercial Marine Inspectors at 203-468-4501/04/05. If there is a doubt as to whether a hazardous condition exists, passengers and crew should always don life jackets.
6. In addition, we encourage you to review the reporting requirements for marine casualties located in 46 CFR Part 4 and the requirements for post-casualty drug **AND** alcohol testing. For all reportable marine casualties, including any accident or injury, immediately notify the nearest Coast Guard Marine Safety

Office, or Coast Guard Group. If in doubt about the reporting requirements, it is always better to notify the Coast Guard because failure to do so may result in a civil penalty violation.

7. The USCG continues to be on a heightened state of alert consistent with the current Homeland Security threat level and the traditional surge of boaters during the summer season. We are taking appropriate measures consistent with the existing safety and security posture. The USCG is working with DHS, DOT, the FBI, and other security/law enforcement agencies to ensure the security of ports, waterways and facilities. You are encouraged to continue close cooperation and coordination of necessary safety/security efforts with your local/state law enforcement agencies. Report any suspicious activity to the Coast Guard via marine radio or via our 24-hour Coast Watch Hotlines or the National Response Center.

**Connecticut: (800) 774-8724.**

**Long Island, NY: (800) 697-8724.**

**Other areas: (800) 424-8802 (National Response Center)**

**S. S. Graham, Commander, U. S. Coast Guard**  
Acting Captain of the Port

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## Marine Inspection Books Available

Many of you have expressed interest in having your own copy of the CG-840 Inspection Book used by the Marine Inspectors. We feel this is a very, very good idea. These inspection books not only tell you what the inspector will be checking, but they also provide the regulatory cite for reference. Preparing for a Coast Guard inspection can be a frustrating experience if you feel overwhelmed by all of the different and sometimes obscure regulations.

The CG-840 book can be a valuable tool when preparing for inspections, and clarifying questions you have regarding requirements issued (835's). To save the reams of paper it would take to print a copy of the inspection book in each newsletter, go to <http://www.uscg.mil/hq/g-m/> and download a copy for yourself.

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## Structural Fire Protection and "Existing" Boats

*By LT Mike Zamperini*

The structural fire protection (SFP) standards found in 46 CFR 116 for "K" boats built after 1996 are fairly well known within the Small Passenger Vessel community. However, there is a little known, oft forgotten, and much maligned cite in "Old" Subchapter T that requires vessels contracted for after July 1, 1961 carrying more than 150 passengers to meet the SFP standards found in 46 CFR 72.05 of Subchapter H. See 46 CFR 177.10-5(a) for yourself if you are unconvinced! As a side note, 46 CFR 177.405 of new Subchapter T simply requires vessels authorized to carry 150 passengers or less built after 1996 to "minimize fire hazards."

Following is a quick commentary about SFP in general: SFP concepts and regulations began to emerge following some particularly tragic passenger ship fires in the early 1900's. According to the introduction to Navigation and Inspection Circular

(NVIC) 9-97, the goals of SFP are to resist or slow the spread (and ignition) of fire while establishing escape routes and maintaining their integrity. SFP strives to reach these goals by using materials that resist ignition and flame spread, and designing and insulating structures such as decks and bulkheads to resist flame and smoke spread while separating people from the fire. We prefer the "engineered" or "passive" method of protecting a ship and its crew and passengers from fire because this method reduces the possibility of failure due to human error (by far the leading cause of shipboard casualties). "If it can't burn, it won't burn." Would you rather have a properly insulated sturdy steel bulkhead and deck to prevent a raging fire from spreading, or a crewman with a fire hose?

Over the past several years, the above "Old T" regulation has increasingly become a subject of

contention as existing (pre-1996) T boats carrying over 150 passengers have been found with SFP problems. Usually, these problems either result from alterations that have been made over the years to an approved SFP arrangement, or from items missed ever since initial plan review and construction.

If such a SFP problem is noted on an existing T boat, the solution will be handled on a case-by-case basis. Obviously, if a fire door or structural insulation that had been required by a vessel's original plans has been removed, the proper fix is to replace the fire door/ insulation. If a vessel was retrofitted to add a galley or an improper type of flammable carpet has been installed and structural fire protection was never addressed, the deficiency must be corrected immediately. If we catch a missing SFP component such as a missing fire door

that is not on the vessel's original plans and has never been installed, we won't ignore the problem, but may work with the vessel by allowing until the next drydock to install the door.

So, if you own or operate a pre-1996 T boat that is authorized to carry more than 150 passengers, please make an effort to be aware of SFP requirements. Never make alterations to your vessel without consulting with our plan review office about potential SFP ramifications. And, if we find SFP problems on your vessel that need to be corrected, please know that we are making the same efforts throughout the fleet. Thank you for your cooperation and understanding with this ever-important element of passenger vessel safety.

## What's a NVIC?

*By CWO2 John Dixon*

A Navigation and Vessel Inspection Circular (NVIC) provides detailed guidance about the enforcement or compliance with a certain Federal marine safety regulations and Coast Guard marine safety programs. While NVIC's are non-directive, meaning that they do not have the force of law, they are important "tools" for complying with the law. Non-compliance with a NVIC is not a violation of the law in and of itself, however non-compliance with a NVIC may be an indication that there is non-compliance with a law, a regulation or a policy.

NVIC's are used internally by the Coast Guard to ensure that inspections and other regulatory actions conducted by our field personnel are adequate, complete and consistent. Likewise, mariners, the marine industry and the general public use NVIC's as means of determining how the Coast Guard will be enforcing certain regulations or conducting various marine safety programs. NVIC's are issued by the Assistant Commandant for Marine Safety, Security and Environmental Protection and address any of a

wide variety of subjects, including vessel construction features; mariner training and licensing requirements; inspection methods and testing techniques; safety and security procedures; requirements for certain Coast Guard regulatory processes; manning requirements; equipment approval methods; and special hazards.

A listing of the NVIC's can be found on the Coast Guard web site at <http://www.uscg.mil/hq/g-m/> and are numbered consecutively by year, e.g., NVIC 7-02 would be the seventh NVIC issued in 2002. The "zero" NVIC, numbered 00, is always the index of NVIC's in force or still current at the beginning of the calendar year. Thus, NVIC 00-99 would be a list of all NVIC's that have not been cancelled before January 1, 1999.

At the end of each year, is the "0" NVIC, i.e. 0-03. This NVIC provides a current listing of NVIC's up to that year.

## Use of Degreasers on Aluminum Passenger Vessels

*Marine Safety Office, San Juan, Puerto Rico*

The U.S. Coast Guard Officer in Charge, Marine Inspection San Juan discovered structural failures, undetected by the vessel operator, on an aluminum small passenger vessel. The cause was the improper use of a cleaning agent. Layered, delaminated aluminum plating was found in the bilges during a

routine inspection. (See photo below of a 12" x 18" section of plating). This resulted in a significant risk to the structural integrity of the plating and threatened the structural integrity in that area.

The cause of the delamination was discovered to be the use of a water-soluble degreaser used to clean engine rooms and bilges. Paragraph 10, of the manufacturers Material Safety Data Sheet stated that the material is reactive and incompatible with aluminum.

All operators of aluminum small passenger vessels are advised to review the agents used to clean their vessels and substitute if reactive agents are discovered.



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## Do I Need To Submit Plans For That Engine Change Out?

By CWO2 Roddy Corr

Of course you do! Although many small passenger vessel operators are unaware of the requirement to submit plans to the Coast Guard for review. This article will focus on when you, the small passenger vessel operator, must submit plans to the Coast Guard for review and approval.

Let's face it, change is inevitable - machinery reaches the end of its service life, malfunctions occur, or repairs/ modifications become necessary. It's quite common for marine inspectors to conduct an inspection of a vessel and find that significant changes have occurred since the last inspection, without Coast Guard approval. For example, during a recent Coast Guard annual inspection on a small passenger vessel a new generator installation was found onboard. Unfortunately the operator never received approval and was restricted from using this piece of machinery until plan review could be completed. What's the big deal you ask - well for one the operator never accounted for the weight

changes to the vessel by adding this generator. As we all know, weight, whether added or subtracted, affects a vessel's stability. Secondly, improper wiring and hose installations were found which could have potentially led to flooding or fire onboard the vessel. Had the operator submitted plans prior to the installation, these problems would have been identified during plan review and corrected early in the process, thus avoiding unnecessary delays.

So with that said, what is the purpose of plan review? In the nutshell, it is to ensure that any changes effecting the structural, stability, lifesaving, fire fighting, or machinery installations on a certificated vessel comply with the applicable regulations before they are completed. **PLAN REVIEW SAVES YOU WORK IN THE LONG RUN!** By completing plan review before any additions or modifications are made to a vessel you can be assured that what ever your proposal, it meets the applicable requirements outlined in the

regulations before you actually begin work. I can't tell you how common it is to find changes that have been made incorrectly and without approval. Changes that are made without approval or are incorrect can result in restrictive CG-835's.

Ok, we now know you have to submit plans, but what information is required and where do the plans go? The best piece of advice I can offer is that you can't ever provide too much information. The more the better – the most common reason for returning plans is due to a lack of information. If in doubt on what you need give us a call and we would be happy to discuss it with you. All plans should be submitted, in duplicate, to the following address:

Commander  
U.S. Coast Guard Activities New York  
212 Coast Guard Drive

Staten Island, NY 10305  
Attn: Plan Review Office

Depending on the work load and complexity of the plans, the review will either be done locally or sent to the Coast Guard Marine Safety Center for review. Please be patient, plan ahead and allow at least 3 weeks for review. As you are all aware, we are all living in a different world since the tragic events of 9/11 and Coast Guard resources are often devoted to Homeland Security missions.

So next time your thinking about adding that air conditioner or changing that engine, submit plans before you do the work or give us a call and lets discuss it. Believe me, looking at plans all day can become very tedious and its nice to talk to a live person! Best of luck for a successful season.

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## Preventing Oil Spills

*By Ensign Eric Brown*

Greetings, from the personnel at the Environmental Protection Branch of Coast Guard Activities New York. One of our missions includes responding to fuel and oil spills in the waterways of New York and New Jersey. Fuel and oil spills can severely impact water quality, wildlife, and habitats as well as local economies. While most everyone is familiar with the effects of large disasters such as the EXXON VALDEZ oil spill, many are not as familiar with the effects of smaller everyday types of spills.

When spilled, a single gallon of gasoline can create a slick the size of a football field, fouling the water's surface and severely impacting some of the smaller, but crucial marine organisms. Both fuel and oil contain toxic hydrocarbons and heavy metals that can be deadly to marine life in very small quantities. Nonetheless, it is estimated that each year Americans throw away or dump many more times the amount of oil that was spilled during the EXXON VALDEZ disaster. Refined products such as motor oil and gasoline are more toxic than crude oils because they are soluble in water (and difficult to remove once in the water), disperse more readily into the water, and are more easily absorbed by an organism's soft tissues.

Section 311 of the Clean Water Act (which amended the original Federal Water Pollution Control Act) requires the person in charge of a vessel or a facility who has knowledge of a spill that discolors the surface of the water (creates a "sheen") to report the spill to the U.S. Coast Guard or the **National Response Center (NRC) at 1-800-424-8802** immediately. Failure to report may result in the

assessment of a civil penalty and/or criminal sanctions.

The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, and biological discharges into the environment anywhere in the United States and its territories. In effect, it is like a federal 911 service for environmental incidents. The NRC will then relay the information to the proper agencies for action. If you see or discover an oil spill or release of chemicals and are NOT the responsible party, you should contact the NRC with whatever information you have. You can also make a report to the nearest Coast Guard office or VHF radio channel 16.

To remind passengers and/or the crew of these provisions, vessels 26 feet and longer are required to display an oily waste discharge placard. This placard must be made of durable materials and fixed in a conspicuous place near the engine compartment. Placards are available at most marine supply stores or you can request one by emailing [lrleid@comdt.uscg.mil](mailto:lrleid@comdt.uscg.mil) and requesting the "FWPCA PLACARD." The language below reflects wording approved by the U.S. Coast Guard in November 1993:

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States,

if such discharge causes a film or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions, including fines and imprisonment.

The 24-hour number for reporting pollution incidents locally to the Environmental Protection

Branch at Coast Guard Activities New York is (718) 354-4121. Feel free to call me with any questions--I can be reached during the day at (718) 354-4131. Remember that all reports, regardless of the size of discharge, can help protect our marine resources!

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## Confined Space Hazards

*By LT Kim Chesteen*

**Potential Case Study:** At the beginning of the season, Captain Smith (a fictitious name) sent a deck hand to retrieve a line stored in the forepeak of the vessel. After a while, Captain Smith noticed that the deck hand had not returned. He sent another deck hand to see where that line was. Another stretch of time passed and neither deck hand had returned. He decided to investigate. The hatch to the forepeak was open and as he approached, he saw the two deck hands at the bottom of the compartment not moving. Captain Smith knew not to enter the space and called 911. Luckily, both men were rescued and revived.

**Cause:** Last season, Captain Smith had painted the forepeak after some repairs to the vessel. After the space was painted, the forepeak was sealed tight and the boat was put up for the winter. When the men entered the space, the following season looking for line the space was oxygen deficient. The men passed out from lack of oxygen. Luckily, when Captain Smith arrived enough air had entered the space to allow the men to survive. If Captain Smith had entered the space, he could have easily been overcome as well. The reason the space was lacking oxygen is that as paint dries it consumes oxygen. Since the space was airtight, there was not enough air to breathe and the men passed out due to oxygen deficiency.

**Lesson:** As a boat owner / operator, it is important to recognize hazards that exist on your vessel. Every year people are tragically injured or killed from entering confined spaces that are oxygen deficient; contain hazardous toxins or a dangerous accumulation of explosive gases. Sadly, most of these deaths and injuries could be prevented if the hazards were recognized and special attention was paid to entering these potentially hazardous spaces.

In order to prevent such tragedies it is important to identify what a confined space is and the precautions that should be adhered to before entering. OSHA and the Coast Guard define a confined space as:

- Space that has limited entry and/or exit.
- Not intended for employee occupancy.
- Those that have the potential to contain an atmospheric hazard (toxic vapors, oxygen deficient, etc).

Vessel owners should have a confined space program. Professionals agree that there are three essential elements to an effective confined space program. These elements include:

- Establish procedures that define a confined space and provide adequate guidance for safe entry.
- List the name and location of all confined spaces onboard your vessel, and provide this information to any new crewmembers upon reporting aboard.
- Establish a permit system for safe entry that includes the signature of a knowledgeable person. Preferably, the Captain or Master of the vessel should sign any permit for safe entry.
- Establish training for all employees who might have opportunity to enter that space as well as any refresher training for individuals that may become complacent.

Some areas on a vessel that may be considered a confined space include; the lazarette, chain lockers, fuel tanks, water tanks, cofferdams, MSD tanks.

## INVESTIGATIONS & ANALYSIS BRANCH

Greetings from the Investigations and Analysis (I&A) Branch of the Prevention and Compliance Division of Coast Guard Activities New York. We are:

Senior Investigating Officer: CDR Jerry Shatinsky

Assistant Senior Investigating Officer: LCDR Ben Hawkins

Investigating Officers: LT Rob Mutto

LT Mark Bottiglieri

LT Joseph Esmerado

LT Carissa VanderMey

LTJG Connie Williamson

CWO Chuck Cobb

Administrative Clerk: Ms. Dolores Williams

The I&A Branch allocates the majority of our time investigating marine casualties that occur within our zone. Marine Casualties include commercial ships that run aground, collide with other ships, allide with bridges or lose propulsion/steering on their vessel. The IO's collect evidence surrounding the incidents and identify issues that may have caused the incident. As a mariner, you play a crucial role in reporting casualties and providing us details to help us make recommendations to prevent similar incidents from occurring.

In addition to casualty investigations, we also have the authority to take mariners to Administrative Hearings regarding the mariners' right to hold a mariner's license/document when acts of misconduct or negligence are identified or if a mariner tests positive for illegal drug use.

Our job is diverse and sometimes complicated, but the mission of the Coast Guard Marine Investigator is vital to the safety of ports and shipping. The I&A Branch is the sounding board and feedback mechanism for the successes or failures of regulations and prevention initiatives. Your cooperation and input is critical to the success of the program. If you would like to contact the I&A Branch for any reason, please call 718-354-4231.

### Personnel Action & Your Merchant Mariner Credential (Suspension & Revocation)

*By LT Robert D. Mutto*

The Coast Guard investigates any allegations pertaining to the conduct of persons issued a Merchant Mariner license, certificate or document. The purpose of Suspension and Revocation Investigations is to prevent similar actions in the future and to ensure a safe environment. It is not the purpose of the Coast Guard to punish the mariner in question. That is why any action that is taken is administrative in nature.

The specific regulatory cites are found in 46 CFR § 5. There are primarily five reasons the Coast Guard will investigate a Mariner for Personnel Action.

1. 46 CFR § 5.27 – Misconduct. This is simply defined as a violation of a formal, duly established rule (i.e.: statutes, regulations, common law, general maritime law, ship's regulations or orders, shipping articles, etc.).

In short, it is an act which is forbidden or a failure to do that which is required.

2. 46 CFR § 5.29 – Negligence. The commission of an act which a reasonable and prudent mariner of the same station, under the same circumstances, would not commit, or the failure to perform an act which a reasonable and prudent mariner, under the same circumstances, would not fail to perform.
3. 46 CFR § 5.31 – Incompetence. The inability to perform required duties, whether due to professional deficiencies, physical disability, mental incapacity or any combination thereof.
4. 46 CFR § 5.33 – Violation of Law or Regulation. This is used for any violation or failure to comply with the provisions of 46 USC Subtitle II. Additionally, this can be used



for any convictions of an offense listed in the National Driver Register (NDR) Act. Those are DWI, DUI, Reckless Driving, Racing on the Interstate and involvement in a fatal accident.

5. 46 CFR § 5.35 – Conviction for a Dangerous Drug Law Violation, Use of, or Addiction to the Use of Dangerous Drugs. This one is fairly self-explanatory.

One of the major components that the Coast Guard will verify is that the Mariner was acting under the authority of their Merchant Mariners License, Certificate or Document. This is defined by 46 CFR § 5.57.

- (a) A person employed in the service of a vessel is considered to be acting under the authority of a license, certificate or document when the holding of such license, certificate or document is:
  - (1) Required by law or regulation; or
  - (2) Required by an employer as a condition for employment.
- (b) A Person is considered to be acting under the authority of the license, certificate or document while engaging in official matters regarding the license, certificate or document. This includes, but is not limited to, such acts as applying for renewal of a license, taking examinations for upgrading or endorsements, requesting duplicate or replacement licenses, certificates or documents, or when appearing at a hearing under this part.
- (c) A person does not cease to act under the authority of a license, certificate or document while on authorized or unauthorized shore leave from the vessel.

The penalties for these actions can be as minor as a verbal warning or as severe as revocation of your

issued credential. There is a basis for determining the sanction.

46 CFR § 5.59 lists offenses for which revocation is mandatory. If the Mariner is charged with wrongful possession, use, sale or association with dangerous drugs, then revocation is mandatory. If the Mariner is the user of, or addicted to the use of, a dangerous drug or convicted for a violation of the dangerous drug laws, then revocation is mandatory.

46 CFR § 5.61 lists various acts where revocation is sought.

1. Assault with a dangerous weapon.
2. Loss of Life or Serious Injury as a result of Misconduct,
3. Rape or Sexual Molestation.
4. Murder or Attempted Murder.
5. Mutiny.
6. Perversion.
7. Sabotage.
8. Smuggling of Aliens.
9. Incompetence.
10. Interference with Master, Ship's Officers or Government Officials in performance of official duties.
11. Wrongful destruction of ship's property.

For all other violations, there is a list of suggested orders in 46 CFR § 5, Table 5.569.

Coast Guard Marine Investigations was established in order to determine the cause of marine casualties and how to prevent them in the future. Part of that prevention is by removing the unwanted element from the industry. This prevents casualties from occurring and ensures a safe working place for thousands of mariners.

If you have any questions about the Suspension and Revocation process, please contact LT Robert D. Mutto at (718) 354-4230.

## **Marine Casualty and Hazardous Condition Notifications**

*By LT Mark A. Bottiglieri*

Most mariners are familiar with their reporting obligations detailed in 46 Code of Federal Regulations (CFR) Subpart 4.05—Notice of Marine Casualty and Voyage Records. The aforementioned subpart describes specific conditions that require the owner, agent, master, operator, or person-in-charge to notify the nearest Marine Safety Office (CG Activities New York for the 5 boroughs, as well as along the Hudson and East Rivers) whenever a vessel

is involved in a marine casualty. This notification is to be filed in the form of a written report, the Form CG-2692, and delivered to a Coast Guard Marine Safety or Marine Inspection Office within five (5) days. This responsibility falls squarely on the shoulders of the owner, agent, master, operator, or person in charge.



The great majority of mariners, however, may not be aware of the regulations in 33 CFR § 160.215 - Notice of Hazardous Conditions. This regulation states: “whenever there is a hazardous condition ***either aboard a vessel or caused by a vessel or its operation*** [emphasis added], the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group office.” Here, as in 46 CFR § 4.05-1, the burden is on the owner, agent, master, operator or person-in-charge to ensure notifications are made. Failure to do so may result in the initiation of suspension and revocation or civil penalty proceedings.

So what exactly is “a hazardous condition?” It is defined as ***any*** condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may--but need not--involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage. The definition of a hazardous condition is not as specific as that of a marine casualty in 46 CFR § 4.05-1(a)(1-

7) and may involve many different scenarios. Prudence dictates that “when in doubt report it” would be your best course of action. If your vessel is involved in an incident and you are unsure if it meets the definition of a hazardous condition, or even a reportable marine casualty, then report it immediately, followed by a form CG-2692 and let a Coast Guard investigator make the determination.

As a mariner, your reports play an important role in providing Coast Guard investigators details that help us make recommendations to prevent similar incidents from occurring. Additionally, CG investigators are interested in any safety or operating deficiencies you might be aware of and, as the subject matter experts, value your input. Your opinions, data, and details serve as an important feedback mechanism that allows us to gauge the success or shortcomings of various Coast Guard regulations and prevention initiatives and help us improve their efficiency. This key partnership all begins with timely and complete initial reporting and is critical to the overall success of our Marine Safety mission.

## To Test, or Not to Test...

*By LT Brian Province*

When to test is the question! The use of dangerous drugs (marijuana, cocaine, amphetamines, opiates and phencyclidine) and alcohol in the marine industry poses an unacceptable risk to employees and passengers. To combat that risk, the Department of Transportation codified regulations that established minimum, industry-wide testing requirements in 1988. Those regulations apply to both employers and employees, and are covered under Titles 46 (part 4 and 16) and 33 in the Code of Federal Regulations.

The chemical testing requirements under part 16 are probably the most familiar to employers and mariners holding a Coast Guard credential. They describe five instances when drug testing must be conducted.

- ***Pre-employment*** - Before an employer hires a prospective employee, the mariner must have a confirmed negative drug test. That test may be waived if the prospective employee has been subject to random drug testing program for 60 out of the previous 185 days, or has a negative test within the last six months.

- ***Periodic*** - Certain transactions with the Regional Exam Center such as original applications, renewals and upgrades must also be accompanied with a confirmed negative drug test. The same exceptions as listed above apply here as well.
- ***Random*** - All mariners who occupy a “safety sensitive” position are subject to random drug testing. The definition of safety sensitive positions is very broad and for all practical purposes includes everyone employed aboard a vessel. Currently 50% of all mariners industry-wide must be tested annually. That number can be reduced to 25% if the positive test rate falls below 1% for two consecutive years. The positive rate for all drug tests has held steady around 1.82% for the last few years though.
- ***Post Accident*** - Under part 4 and 16 everyone, and not just licensed or documented personnel, who is directly involved in a serious marine incident must take a post accident drug and alcohol test. These accidents, like their name implies, are more significant than most other types of

accidents and often result in death and injuries to crewmembers that require medical attention, property damage in excess of \$100,000 and oil spills of more than 10,000 gallons.

- **Reasonable Cause** - Reasonable cause drug testing is covered under both Title 33 and 46. Title 33 specifically addresses operating a vessel while intoxicated. It sets the standard for intoxication at .04% for operators of commercial vessels and gives law enforcement officers and marine employees the authority to direct chemical testing. Title 46 pertains to dangerous drugs and it also gives employers the authority to

direct a drug test. Both situations depend upon a belief that the mariner to be tested is intoxicated or a drug user. This belief must be based on direct observation of use or the presence of physical, behavioral or performance indicators.

Obviously not every nuance of drug and alcohol testing can be discussed here. If you desire more information then try clicking on the DAPI link on Headquarters' Office of Investigations and Analysis web site located at [www.uscg.mil/hq/g-m/moa/casualty.htm](http://www.uscg.mil/hq/g-m/moa/casualty.htm) <<http://www.uscg.mil/hq/g-m/moa/casualty.htm>>, or by calling Activities New York Investigations and Analysis Division at (718) 354-4231.

### Coast Guard Notification

All vessels transiting the Port of New York/New Jersey shall comply with the instructions of the Captain of the Port Designated on-scene Patrol Commander. Upon being hailed by siren, radio, flashing light, or other means, the operator of the vessel shall proceed as directed.

#### **Any vessel or person in the water is not authorized in the following Security Zones:**

- Within 150 yards of Liberty and Ellis Islands;
- United Nations, in the East River along the Manhattan shoreline from 125 yards offshore at the Queensboro Bridge to 175 yards offshore at East 35<sup>th</sup> Street;
- Within 25 yards of all bridge piers or abutments, Overhead power cables and Tunnel Ventilators in the waters of the greater NY area and along the Hudson River;
- Within 100 yards of all anchored or moored Coast Guard vessels;
- Around Piers 84-96, Manhattan, bound by the following points: the northeast corner of Pier 96 where it intersects the seawall, thence to approximate position 40°46'23.1"N, 073°59'59.0"W, thence to approximate position 40°45'55.3"N, 074°00'20.2"W (NAD 1983), thence to the southeast corner of Pier 84 where it intersects the seawall, thence along the shoreline to the point of origin; and
- The Indian Point Nuclear Power Station on the Hudson River. Within 300 yards of approximate position 41°16'12.4"N, 073°57'16.2"W. All vessels transiting the Hudson River in the vicinity of Indian Point are subject to random Coast Guard boardings.
- All waters of Bowery and Flushing Bays within approximately 100 yards of La Guardia Airport;
- All waters of Bergen Basin north of 40°39'26.4" N;
- All waters of Thurston Basin north of 40°38'21.2" N;
- All waters of Jamaica Bay within approximately 100 yards of John F. Kennedy Airport; and
- All waters of Eastchester Bay within approximately 100 yards of Rodman Neck, south of the City Island Bridge.

#### **Recreational vessels are not authorized in the following Security Zones:**

- All waters between the Military Ocean and Global Marine Terminals, west of the New Jersey Pierhead channel;
- Within a 25-yard radius of every waterfront facility, as defined in 33 CFR 6.01-4;
- Within a 100-yard radius of any Passenger Ship, or vessel or barge carrying Petroleum/Chemical Products in bulk; and
- All waters of Newark Bay, around Port Newark and Port Elizabeth, bound by the following points: from the New Jersey Turnpike Extension Bridge (approximate position 40-41-46.5N, 074-07-20.4W), following the Western edge of the Newark Bay Channel, South through can buoy #19A, lighted buoy #17, can buoy #15A, lighted buoy #7 and then west to approximate position 40-39-21.5N, 074-09-54.3W.

**Naval Vessel Protection Zones**

- The U.S. Coast Guard has established **permanent** Protection Zones for a distance of 500 yards around all U.S. naval vessels in navigable waters of the United States. Vessels are to proceed at a no-wake speed when within a Protection Zone. Non-military vessels are not allowed to enter within 100 yards of a U.S. naval vessel, whether underway or moored, unless authorized by an official patrol. The patrol may be either USCG or USN. A U.S. naval vessel is any vessel owned, operated, chartered, or leased by the U.S. Navy and any vessel under the operational control of the U.S. Navy or a Unified Commander.

Additional Waterways Management Information is available online at <http://www.harborops.com>. For e-mail notifications regarding waterways management issues (i.e. ongoing construction projects, marine events, traffic management plan updates, etc.) send your request to: [Jyunker@actny.uscg.mil](mailto:Jyunker@actny.uscg.mil).

**Answers to “How Much Do You Know”**

1. New subchapter “T” became effective 11 MAR 1996. Old subchapter “T” was effective up until 10 MAR 1996. Reference: (46 CFR 175.400)
2. A written application for renewal of a COI must be to the OCMI at least 30 days prior to the expiration date of the COI. Reference: 46 CFR 176.404 for “T” boats and 46 CFR 115.404 for “K” boats.
3. Immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Marine Safety Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting in;
  - 1) An unintended grounding, or an unintended strike of (allison with) a bridge;
  - 2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel;
  - 3) A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
  - 4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
  - 5) A loss of life;
  - 6) An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or
  - 7) An occurrence causing property-damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage.
 Reference: 46 CFR 4.05-1
4. Within five days. Reference: 46 CFR 4.05-10
5. Water lubricated rubber bearings must be rebushed when any water groove is half the original depth. Reference 46 CFR 61.20-23
6. No, not since March 11, 1999. Reference: 46 CFR 180.71
7. 300 mm (11.8”) for vessels greater than 20 meters (65.6 ft) and 200mm (7.9”) for vessels of 12 to 20 meters (39.4 – 5.6 ft) in length. The mass of the striker shall be not less than 3% of the mass of the bell and capable of manual operation. Reference: Navigation Rules & 33 CFR 84
8. A life ring can be international orange or white. However, vessels on an oceans or coastwise route must have orange life rings. Reference: 46 CFR 180.70 & 46 CFR 160.050-3
9. On “Old T” vessels; cooling water temperature and oil pressure. On “New T” vessels; RPM, water temperature and oil pressure. References: 46 CFR 182.15-5 for “Old T” and 46 CFR 182.410 for “New T”
10. Fuel systems, Fire main, CO<sub>2</sub> and Halon Systems, Bilge, Steering, Propulsion System and its necessary auxiliaries and control, Ship’s Service and emergency electrical generation system and its necessary auxiliaries and any system identified as vital by the OCMI. Reference: 46 CFR 182.710

## Maritime Websites

<u>Port State Information Exchange</u>	<u><a href="http://psix.uscg.mil/Default.asp">http://psix.uscg.mil/Default.asp</a></u>
<u>Coast Guard Home Pages</u>	<u><a href="http://www.uscg.mil/">http://www.uscg.mil/</a></u>
<u>Coast Guard Marine Safety Center</u>	<u><a href="http://www.uscg.mil/hq/msc/">http://www.uscg.mil/hq/msc/</a></u>
<u>First District Marine Safety Division</u>	<u><a href="http://www.uscg.mil/d1/staff/m/">http://www.uscg.mil/d1/staff/m/</a></u>
<u>USCG Activities, NY</u>	<u><a href="http://www.uscg.mil/d1/units/actny/">http://www.uscg.mil/d1/units/actny/</a></u>
<u>National Maritime Center (NMC)</u>	<u><a href="http://www.uscg.mil/hq/g-m/marpers/pers.htm">http://www.uscg.mil/hq/g-m/marpers/pers.htm</a></u>
<u>National Vessel Documentation Center</u>	<u><a href="http://www.uscg.mil/hq/g-m/vdoc/nvdc.htm">http://www.uscg.mil/hq/g-m/vdoc/nvdc.htm</a></u>
<u>U.S. Coast Guard Navigation Center</u>	<u><a href="http://www.navcen.uscg.mil/">http://www.navcen.uscg.mil/</a></u>
<u>The Marine Safety Manual</u>	<u><a href="http://www.uscg.mil/hq/g%2Dm/nmc/pubs/msm/">http://www.uscg.mil/hq/g%2Dm/nmc/pubs/msm/</a></u>
<u>Navigation and Inspection Circulars (NVIC)</u>	<u><a href="http://www.uscg.mil/hq/g-m/nvic/">http://www.uscg.mil/hq/g-m/nvic/</a></u>
<u>Code of Federal Regulations</u>	<u><a href="http://www.access.gpo.gov/nara/cfr/cfr-table-search.html">http://www.access.gpo.gov/nara/cfr/cfr-table-search.html</a></u>
<u>Equipment List Index</u>	<u><a href="http://www.uscg.mil/hq/g-m/mse/equiplist.htm">http://www.uscg.mil/hq/g-m/mse/equiplist.htm</a></u>
<u>The USCG's Prevention Through People</u>	<u><a href="http://www.uscg.mil/hq/g-m/nmc/ptp/ptppart/pva.htm">http://www.uscg.mil/hq/g-m/nmc/ptp/ptppart/pva.htm</a></u>
<u>Passenger Vessel Association</u>	<u><a href="http://www.passengervessel.com/">http://www.passengervessel.com/</a></u>
<u>Marine Log Magazine</u>	<u><a href="http://marinelog.com/">http://marinelog.com/</a></u>
<u>Starlink Navigation Solutions</u>	<u><a href="http://www.starlinkgps.com/menu.htm">http://www.starlinkgps.com/menu.htm</a></u>
<u>Marine Safety International</u>	<u><a href="http://www.marinesafety.com/">http://www.marinesafety.com/</a></u>
<u>Technomarine</u>	<u><a href="http://www.technomarine.ca/index.html">http://www.technomarine.ca/index.html</a></u>
<u>Washington State Ferries</u>	<u><a href="http://www.wsdot.wa.gov/ferries/">http://www.wsdot.wa.gov/ferries/</a></u>
<u>Long Island Sound Ferry Resource Site</u>	<u><a href="http://www.bridgeportferry.com/index.shtml">http://www.bridgeportferry.com/index.shtml</a></u>
<u>Cross Sound Ferry - Long Island Sound</u>	<u><a href="http://www.longislandferry.com/index.html">http://www.longislandferry.com/index.html</a></u>
<u>New York Waterway</u>	<u><a href="http://www.nywaterway.com/">http://www.nywaterway.com/</a></u>
<u>Catalina Express</u>	<u><a href="http://www.catalina.com/express.html">http://www.catalina.com/express.html</a></u>
<u>Workboat Magazine</u>	<u><a href="http://www.workboat.com/">http://www.workboat.com/</a></u>
<u>Maritime Reporter</u>	<u><a href="http://www.marinelink.com/mrenlbu.html">http://www.marinelink.com/mrenlbu.html</a></u>
<u>Fast Ferry International</u>	<u><a href="http://www.fastferry.co.uk/">http://www.fastferry.co.uk/</a></u>

